



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0016

JOHN ELIAS BALDACCI  
GOVERNOR

DAVID A. COLE  
COMMISSIONER

June 16, 2009  
Subject: **Augusta**  
Federal Project Number: BH-1508(700)X  
PIN: 015087.00  
**Bid Amendment No. 2**

Dear Sir/Ms.:

The following questions have been received:

**Question:** There is no Special Provision for the detour; do you expect the detour to be paved?

**Response:** There is no special provision for the detour; the Standard Specifications apply. The detour does not have to be paved.

**Question:** Is a stamped design of this detour expected other than the shoring on either side of the existing bridge?

**Response:** As stated in 510.03, the Special Detour must be stamped by a Maine PE.

**Question:** Could you give us stations and offsets of the new poles?

**Response:** Following is the pole list

Existing Poles:

12+99.90	27.66 left	remove
14+45.67	27.08 left	remove for duration of project, then install in same vicinity
15+82.74	24.73 left	remove
17+26.07	26.93 left	remain in place

New Poles:

13+00	39 left
15+82	45 left
17+26	27+/- right + 38+/-left

Note: The Contractor shall assist the Utilities in the placement of the new poles in the form of access. This will be discussed in greater detail at the pre-construction utilities meeting.



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**Question:** The excavation to construct the roadway at the different stages of construction as shown on sheet 3, will this be paid for as common excavation (item 203.20) or is it incidental to the special detour (item 510.10)?

**Response:** Any excavation not required for installation of the proposed structure and construction of the proposed roadway, but necessary for maintenance of traffic is considered part of the special detour.

**Question:** Could you clarify what is intended to be included in the special detour, item 510.10?

**Response:** The special detour includes, but is not limited to, all clearing, excavation, gravel, grading, and temporary retaining structures required to maintain 2 lanes of 24' wide traffic during construction, as well as efforts required to restore to the original condition any disturbed drainage systems, driveways, and lawns that would not have been disturbed if traffic were not required to be maintained on site.

**Question:** Is the roadway at the different stages paved? If yes, is the quantity included in the pavement items or is it incidental to the special detour?

**Response:** There is no pavement required on the special detour.

**Question:** What are the tolerances of the rock excavation to create the keyways shown on sheets 13, 14 and 15? Wouldn't it be more cost effective if dowels were drilled and grouted instead of keyways?

**Response:** The size of the keyways shall be a minimum of the dimension shown on the plans, and a maximum of 2" more than that shown. A proposal to use a different method to resist horizontal forces will be considered as long as design requirements are met.

**Question:** Is there an estimated quantity for item 526.301?

**Response:** The quantity will depend on the method of maintaining traffic; therefore no quantity is given.

**Question:** I have done 2 projects like this and I don't believe there is room for 2 -12' lanes of traffic. Because the two structures are off set from each other by about half their widths you need to take into account the slope excavations + fills all the way to the bottom of the excavation. Also, the off tracking characteristics of a WB-62 vehicle will require more than a 12' lane. Who will be responsible for the cost if this doesn't work?

**Response:** The contractor is free to choose the means and method of construction and maintenance of traffic on site, and is responsible for constructing the temporary detour and

meeting all contract requirements. Section 510.03-a of the Standard Specifications outlines the horizontal alignment requirements, and refers to AASHTO Geometric Design of Highways and Streets to account for off-tracking of WB-62 vehicles. The temporary construction limits shown on Sheet 17 were obtained based upon assumed temporary horizontal and vertical alignments. The use of lower speeds will be considered in order to remain within those limits.

The assumed construction sequence shown on Sheet 3 shows the first use of a temporary retaining wall on the section labeled "Shift Traffic West;" this wall is required to avoid filling to the bottom of the excavation.

Consider this information prior to submitting your bid on June 17, 2009.

Sincerely,



Scott Bickford  
Contracts & Specifications Engineer